Dec. 13, 1960 R. B. HOFFMAN 2,963,896

CAR HANDBRAKE LOCKING DEVICE

Filed April 2, 1959

FIG. 1

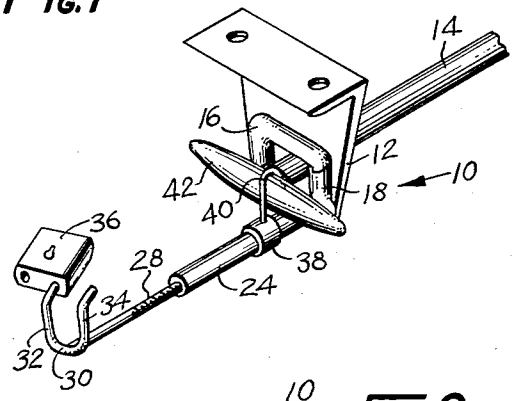


FIG. 2

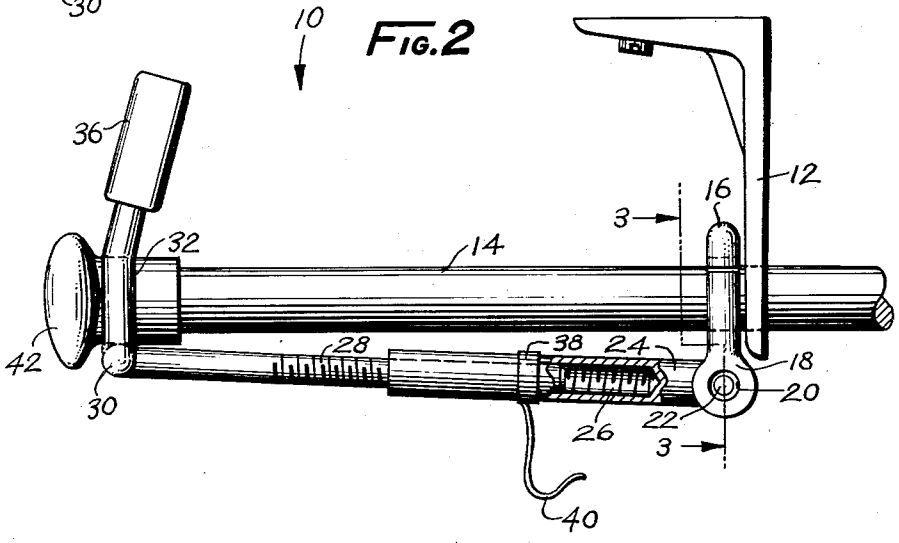
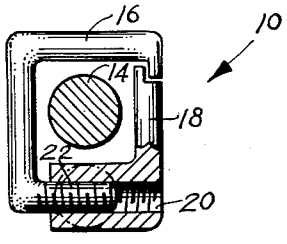


FIG. 3



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CAR HANDBRAKE LOCKING DEVICE

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This invention relates to vehicles and more particularly to a safety accessory therefor.

It is an object of the present invention to provide a device for locking longitudinally movable handbrakes of vehicles in an engaged position so as to prevent accidental release thereof by children left alone in the vehicle.

A further object of the present invention is to provide a handbrake locking device of the above type which may be used to effectively secure the handbrake in an engaged position, so as to prevent theft of the vehicle or unauthorized tampering therewith.

Other objects of the invention are to provide a handbrake locking device bearing the above objects in mind which is of simple construction, has a minimum number of parts, is inexpensive to manufacture and efficient in operation.

For other objects and for a better understanding of the invention, reference may be had to the following detailed description taken in conjunction with the accompanying drawing, in which:

Figure 1 is a perspective view of a handbrake locking assembly made in accordance with the present invention in operative use with the handbrake in a released position;

Figure 2 is an enlarged side elevational view of the assembly shown in Figure 1 with the handbrake in an engaged position; and

Figure 3 is a transverse cross sectional view taken along line 3—3 of Figure 2.

Referring now more in detail to the drawing, a handbrake locking device **10** made in accordance with the present invention is shown in operative association with a shaft type automotive vehicle handbrake in which the operating shaft **14** thereof is slidably guided by a bracket **12** that is usually mounted beneath the dashboard of the vehicle. A C-shaped collar portion **16** has a threaded stud **22** at one end that is threadedly engaged within a similarly threaded bore **20** of an L-shaped collar portion **18** for selective pivotal movement between a normally closed frame-like position and an open position in which the C-portion **16** receives the shaft **14** of the handbrake transversely therewithin. An elongated sleeve **24** extending substantially normal to the general plane of the L-shaped portion **18** of the collar defines a longitudinal internally threaded bore **26** for adjustable threaded engagement with a threaded shaft **28** which is integral with the center of the bight portion **30** of a substantially U-shaped yoke. Since the sleeve **24** is integral with the L-shaped portion **18**, it maintains the frame that includes the L-shaped portion **18** and C-shaped portion **16** in the closed locked position when in the engaged position illustrated in Figure 2.

The U-shaped yoke further includes a pair of spaced apart arms **32**, **34**, one such arm **32** of which pivotally supports a padlock **36** which may be swivelled into locking engagement with the other such arm **34**.

In actual use, the device is supported upon the handbrake shaft **14** in an inoperative position by means of a hanger hook **40**, by a rotatably supported sleeve **38** encircling the center of the sleeve **24**. However, when moving the assembly from the released position illustrated in Figure 1, to the engaged position shown in Figure 2, it is only necessary to first withdraw the handbrake handle **42** and shaft **14** in a normal brake engaging manner. With the shaft **14** and handle **42** in the extended position relative to the bracket **12**, shown in

Figure 2, the yoke arms **32**, **34** are engageable with the side of the handle **42** facing the bracket **12**, while the frame which includes the C-shaped portion **16** and L-shaped portion **18** is in abutting engagement with the facing side of the bracket **12**. By thus engaging the padlock **36**, the handle **42** and shaft **14** are locked in the extended brake engaging position, thus preventing unauthorizer tampering with the vehicle. When the owner of the vehicle wishes to drive the automobile, it is only necessary to unlock the padlock **36**, and swing the connected shaft **28** and sleeve **24** downwardly out of abutting relationship with the handle **42** so as to enable the handle **42** and shaft **14** to be moved inwardly toward the brake release position shown in Figure 1, in which position the hanger **40** may be rotated to support the assembly in a convenient position for the next use, as shown in Figure 1.

While various changes may be made in the detail construction, it shall be understood that such changes shall be within the spirit and scope of the present invention as defined by the appended claims.

What I claim as new and desire to protect by Letters Patent of the United States is:

1. A handbrake locking device for shaft type automotive vehicle handbrakes of the kind supported for reciprocating axial movement comprising, in combination, a handbrake shaft receiving collar, a handbrake handle engaging yoke, and an adjustable stop maintaining said yoke in longitudinally spaced apart relationship with said collar, said collar being supported for facing abutting engagement with a guide slidably carrying the handbrake shaft, said yoke being releasably engageable with the handbrake handle to limit inward movement of the handbrake shaft, and a lock releasably securing said yoke in engagement with the handle; said shaft receiving collar comprising a C-shaped portion having a threaded stud at one extremity, and an L-shaped portion having an internally threaded bore extending through one leg threadedly receiving said stud of said C-shaped portion, whereby said L-shaped portion is rotatable between a normally closed co-planar position with said C-shaped portion and an open position in which said C-shaped portion receives the handbrake shaft transversely therewithin.

2. The combination according to claim 1, wherein said handle receiving yoke comprises a substantially U-shaped bail having a central bight portion and a pair of spaced apart parallel legs releasably receiving the handbrake shaft therewithin intermediate said handle and said guide.

3. The combination according to claim 2, wherein said adjustable stop comprises a threaded shaft integral with the bight portion of said yoke and extending substantially normal to the general plane thereof, and an internally threaded sleeve integral with said L-shaped portion of said collar extending substantially normal to the general plane thereof, said internally threaded sleeve threadedly and adjustably receiving said threaded shaft of said yoke for adjusting the distance between said collar and said yoke.

4. The combination according to claim 3, further comprising a hook pivotally carried upon said sleeve for selective rotation into supported engagement with the handle of the handbrake shaft in response to disengagement of said yoke with the handbrake handle and movement of the handbrake shaft toward a brake released position.

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